(b) whether the Railways had procured foreign exchange at market exchange rate to meet the resources;

(c) if so, the likely additional burden on Indian railways;

(d) the manner in which the railways propose 10 met the financial obligations in view of decline budgetary support and limited reliance on market borrowings; and

(e) if so, the details thereof?

THB MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) To creat infrastructure capacity to meet revenue traffic targets set up for the year. Gauge conversion and electrification are some of the thrustareas.

(b) and (c) Railways have to procure foreign exchange at market rale to meet the cost of imports. The fact that foreign exchange is available only at market determined exchane rate had been taken care of in the Budget Estimates and hence the question of additional burden on this account does not arise.

(d) and (e) By increasing productivity and adopting economy measures.

Victimisation of representatives of Km la Car Shed

4025. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been severe allegation of corruption/ mismanagement/victimisation of labour representatives in Kurla Car Shed of Central Railway;

(b) whether it is a fact that the local C. I. D. branch of the Police have instituted an enquiry in the charges levied against the officials;

(c) whether it is a fact that a Semi Supervisory post holder who have only year to retire, has been transferred and given a job of driver despite having adequate number of drivers on payroll, who remain absent regularly;

(d) whether Railway Vigilance Branch has made any enquiries on the allegation, if so, the outcome of the enquiry; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c) No, Sir.

(d) and (e) Railway's Vigilance branch is investigating into the complaint of one supervisor regarding his transfer from Jhansi to Kurla Car Shed.

FourLaning of National Highways in Gujarat

4026. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of„ SURFACE TRANSPORT be pleased to state:

(a) what are the details of the National Highways in various States specially in Gujarat State which are proposed to be converted into fourlaned roads during the year 1994-95;

(b) what is the amount fixed for this purpose; and

(c) what policy/criterion is adopted to select the national highways for conversion into fourlaning?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) The basic criterion for fourlaning of National Highways is when daily traffic volume exceeds 15,000 passenger car units (PCU). A length of 657 kms of National Highways at an estimated cost of Rs. 1031 crores is planned for fourlaning during the Eighth Plan period. However, actual expenditure will depend upon availability of funds. Fourlaning of certain stretches of National Highway Nos. 1, 2, 3, 5, 7, 8, 8A, 8C, 45 & 47 totalling to 870 kms. are at present under construction. Out of these, following stretches are in Gujarat:—

i) 53 km on Ahmedabad-Surat Section of NH8;

ii) 16 km on Ahmedabad-Kandla Section of NH8A; and

iii) 18 km on Chiloda-Sarkhej Section ofNH8C.

Import of Equipments by Ship Building Industry

4027. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of SUR FACE TRANSPORT be pleased to state:

(a) whether the ship building industry in the country is basically an assembly industry as most of the items of equipment and machinery are imported;

(b) whether the imports result not only delay in the execution of our projects but also proves to be a heavy burden on the foreign exchange earnings;

(c) whether Government have worked out any scheme to provide grant in aid to entrepreneurs who wish to develop and produce some items of equipment and machinery for use in the ship building industry;

(d) if so, whether any headyway has been made in the production of equipment and machinery indigenously, and if so, the details thereof; and

(e) what steps have been taken to develop ancillary industries to develop and produce items of international standard for use in the ship building to save foreign exchange earnings?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes. Sir.

(c) The Government have worked out a scheme to provide grant-in-aid to those entrepreneurs who wish to develop and produce items of equipment and machinery for use in the Shipbuilding industry which are not being produced indigenously at present. Grant-in-aid upto 70% of the total development cost is made available for this purpose.

(d) Out of the grant-in-aid provided by the Government, a number of schemes have been commissioned and the following items of equipment have been developed indigenously:—

(i) VHF Equipment (ii) Survival

Craft (fully covered) (iii)

Navigational Lights

(e) The steps taken to develop Ship Ancillary Industries in India include a study carried out to indicate present state of ship ancillary industry in India and issuance of a Press Note on 6th August, 1991 regarding Grants-in-Aid.

The items developed by the Ship Ancillary Industries are subject to quality control and testing as per standards laid down by the National and International authorities such as Directorate General of Shipping, Classification Societies, etc.

राष्ट्रीय राजमार्गों को घनी आबादी वाले क्षेत्र से मोड़ा जाना

4028. **श्री सुशील कुमार संभाजीराव शिन्दे:** क्या जलभूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि कई राष्ट्रीय राजमार्ग शहरों, गांवों और कस्बों के बीच में से होकर गुजरते हैं;

(ख) क्या यह भी सच है कि इनके घनी आबादी वाले क्षेत्रों के बीच में से होकर गुजरने के कारण अनेक दुर्घटनाएं होती है तथा कई अन्य कारणों से यातायात को भी रोका जाता है और यातायात अवरूद्ध हो जाता है;

(ग) यदि हां, तो क्या सरकार उपमार्गों (बाई पास) का निर्माण करके इन राजमार्गों को शहरों और गांवों में मोड़ने के लिए कोई योजना तैयार कर रही है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

जलभूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) जी हां।

(ख) दुर्घटनाओं और यातायात जाम होने के बहुत सारे कारण हैं। इन्हीं कारणों में, घनी आबादी वाले क्षेत्रों से सड़कों का गुजरना भी शामिल है।

(ग) और (घ) आठवीं योजना (1992–97) के दौरान पचास बाईपासों का प्रस्ताव है। तथापि, इन परियोजनाओं की वास्तविक स्वीकृति, समग्र प्राथमिकता और निधियों की उपलब्धता पर निर्भर करेगी।

(ङ) प्रश्न नहीं उठता?

India s Shipping Fleet

4029. SHRI SURESH KALMAD1; Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) what is the average age of the India's shipping fleet and how does it compare to the age of the global average;

(b) whether the age of the Indian fleet has recently been brought down; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER); (a) The average age of India' s shipping fleet is 13 years as compared to the average age of the global fleet of 17 years.

(b) and (c) Yes, Sir. The average age of the Indian fleet was 14 years about two years back, which has been brought down to 13 years. This was achieved by acquisition of 35 new vessels and sale of 27 old vessels.